Highest temperature yesterday, 72; lowest, 61.

tration Will Back Him

in Any Action Taken

to End the Strike.

NEW MOVE IS LIKELY

Seniority Stumbling Block

to Come Up for Discus-

sion With Men.

NO ACTION IN SIGHT NOW

Main Object Is to Persuade

Strikers to Accept Board's

Authority.

All the influence and power

placed behind the United States Rail

move that body makes to end the rail

road strike, which, in confunction with

the coal crisis, threatens the country

Following a three hour session

canvassed, official announcement was

the solution of the controversy hinge

on the acceptance by all of the au-

The announcement was interpreted

leaders of the shop crafs together.

there was a plain inference that the

whatever recommendations the board

makes by either party to the contro-

clared it is only reasonable to ex-

pect direct pressure on the part of the administration to compel the recalci-

Out of the variety of views pr

sented at the Cabinet meeting there

part of the President and his advisers

that industrial paralysis inevitably

will result from the protraction of the

railroad controversy.

President Harding, it was stated, is

whatever move the board contemplates

next has been communicated to the

Chief Executive. In the mind of the

President it is clear that acceptance

of the board's authority is one of the

constant touch with Chairman Hooper of the railroad board, and

made on behalf of President Harding

the Cabinet to-day, during which every

New York Herald Bureau,) Washington, D. C., July 25.

PRICE TWO CENTS

THE BEST IN ITS HISTORY.

POWER HOUSE FIRE PARALYZES B. R. T., HOLDS THOUSANDS

600,000 Passengers Are Delayed One to Two and a Half Hours.

3,500 HELD IN TUNNEL

Transit Company, subway, elevated and surface, in so far as con cerned Brooklyn Borough, was com-pletely paralyzed yesterday during the afternoon rush hour period. Officials of the corporation estimated that 600,-000 passengers homeward bound to ints in Brooklyn were stalled periods ranging from one hour to two hours and a half.

Of that number about 3,500 were halted in the Montague street tunnel under the river, where they remained half an hour before inspectors of the mpany made their way to them and ffered to help them along the duct benches to the nearest places of exit. Many of them proved their coolness

even indirect results of what proved be the most serious transit tieup in the history of the borough. A mar was killed while striving to board a truck for a free ride home and a boy River were taxed by foot and ve-

Brooklyn except that supplied by the Interborough company was due to a blowout in a high tension electrical compartment short circuiting and setting fire to the main switchboard on the fifth floor of the Williamsburg ating station for the entire system and feeds power to twenty-six substations in Brooklyn and Queens.

Fire Caused Blowout.

the blowout was due to a fire of possible electrical origin, the precise primary cause of which has not yet been ascer-This necessitated the cutting extinguished. The blowout occurred at 5:15 P. M. By 6:32 o'clock there was

stalled subway trains in the Montague street tunnel in complete darkness. This tube, unlike the Lexington avenue sub-

The fire was a difficult one to fight, but it was extinguished a little after 6 o'clock, virtually by the company's power house forces, although the city Fire Department assisted in the work, using sand and chemicals, as well as water after the main short circuit fire in the switchboard had been conquered. So far as could be ascertained by the B. R. T. engineers and Robert Ridgway, chief engineer of the Transit Commission, who was early on the scene, no damage was done to the great electrical generators on the lower floors, some of which are valled at \$750,000 apiece.

When the big power house at Kent and

CHICAGO ALDERMEN TREAT

3,500 Marks a Head Dinner Develops Singing of Many National Anthems, Including "River Shannon,"

Alderman Cepek broke off the speeches by offering a toast to Czecho-Siovakia. New York Heraid Bureau, Berlin, July 25. The League of Nations, Genoa, The Hague and all world congresses were synchronized into one harmonious whole here when fifteen Chicago Aldermen, with their heads close together and with their heads close together and their voices tuned to a melodious pitch, sang the national anthem of their respective constituencies in a Berlin r

AUGUSTUS THOMAS

tion Analogous to That of Ruin in Wall Street. Hays in Movies.

\$1,000 WAITING FOR HIM GIVE HIM WIDE POWERS friend of Mr. Hearst, or even of Mr.

Only two fatalities were reported as Injustice Done in His Notes to Playwright to Be Arbiter of Policies and to Compose

dealings he had consistently profited
puzzled the police yesterday and they
were inclined to attribute other reasons than Wall Street speculation for
the self drowning.
Inquiry at Whiting & Co. yesterday
by The New York Herald revealed that
Moran had been a client in a small way.

by its action was summed up by Sam H. Harris, its president, in introducing Mr. Thomas and by Mr. Thomas him-self in a statement issued to the press after his appointment. Mr. Harris

MURPHY SUMMONS FAITHFUL TO BLOCK HEARST SURPRISES

Letters, to Aids to Show

RUMORS FILL WIGWAM

Say, May Try to Sway

EDITOR STAYS OFF STUMP

Conners Unable to Get Him to Speak Up-State Prior to Primaries.

of New York county will meet at primary call, as it is required to do under the law. The meeting will be usual way in the mails, but mesengers also were dispatched from the possible and ask them to be sure to

the leaders and possibly get them on record in the Hearst-Smith situation, that he feared some overzealous mith, might attempt to introduce an

William Randolph Hearst has de-cined to yield to the demands of W. J. Conners, his manager, that he make a speaking tour up-State prior to the pri-maries for the election of delegates to the State convention. "He will not speak up-State until after the nomina-tions at Syracuse," was the way Mr. Conners put !!

GOVERNMENT TAKES CONTROL OF ALL COAL AND FOOD TRAFFIC IN THE EAST; RAIL STRIKE IN WAGE BOARD'S HANDS

Sends Messages, as Well as

Smith's Supporters, Some General Committee.

The Democratic General Committee

the former Governor is still firm in his decision not to announce, publicly his position at this time. The anti-Hearst leaders from up-State who have talked with him or communicated with him are convinced of his support in their fight, but they have not obtained from him a promise to announce himself as a candidate for the Gubernatorial nomination.

Smith Holds Off Reply. talked for a time of issuing a statement in reply to the one put out by Gov. Miller showing the economies in his administration as compared with that of Gov. Smith. He has been advised against it. This talk may have given rise to the reports that the former Governor would declare himself politically within a short time.

tions at Syracuse," was the way Mr. Conners put it.

The addition of three rooms to the Hearst headquarters at the Hotel McAlpin was an indication of increased activity. Intimations had been made that Michael J. Walsh, the Westchester leader, might join the Hearst forces, but a friend yesterday denied the report.

HOOPER IS UPHELD FULL TEXT OF THE PRIORITY WILL HELP ROADS ORDERS TO THE RAILROADS Full Power of Adminis-

New York Herald Bureau, | Washington, D. C., July 25.

The orders issued to-day by the Interstate Commerce Comm ding for shipment of all freight over the most direct and least congested routes and giving priority of movement to food, live stock, perishables and

it appearing to the commission that emergency exists upon the lines of States subject to the interstate com merce act which requires immediate action, and that each of such carriers, by reason of unfavorable labor conditions and shortage of fuel supply, is unable to transport the traffic offered it so as to properly serve the public;

Therefore, in order best to promote the service in the interest of the public and the commerce of the pe it is ordered and directed:

it is ordered and directed:

1. That from and after July 26, 1922, and until the further order or direction of this commission, all said common carriers by rallroad are hereby directed to forward traffic to destination by the routes most available to expedite its movement and prevent congestion without regard to the routing thereof made by shippers or by carriers from which the traffic is received or to the ownership of the cars, and that all rules, regulations and practices of said carriers with respect to car service are hereby, suspended and superseded in so far only as conflicting with the directions hereby made.

2. That inasmuch as such disregard

2. That inasmuch as such disregard of routing is deemed to be due to carriers' disability, the rates applicable to traffic so forwarded by routes other than those designated by shippers or by carriers from which the traffic is received shall be the rates which were applicable at date of shipment over the routes so designated unless the rates applicable over such designated routes are higher, in which event the rates applicable over the route of movement will apply.

3. That in each instance where the traffic is routed or rerouted by carriers by railroad under the authority of this order the carrier responsible for such routing or rerouting shall within twenty-four hours thereafter deposit in the United States mail a notice addressed to the consignee of the traffic stating: The car numbers and initials, places and dates of shipment, the routing and respective routes over which the traffic is moving and that charges for the transportation of the traffic, including transportation and schedules of rates, fares and charges as those terms are defined in said act, will be the same as they would have been if such routing or rerouting had not taken place unless as above provided for, the rates applicable over the vided for, the rates applicable over the route the traffic moves is less.

4. That in the case of shipments in private cars which are subject to equalization of empty mileage and also of fruits and vegetables, live poultry and other shipments customarily reconsigned upon instructions of the consignor a telegraphic notice of the diversion shall be sent to the consignor by the carrier responsible therefor.

5. That in executing the directions of he commission contained in this order the common carriers involved shall proceed without reference to contracts, agreements or arrangements now existing between them with reference to the divisions of the rates of transportation applicable to said traffic; that such divisions shall be, during the time this order remains in force, voluntarily agreed upon by and between said carriers and that upon failure of the carriers to so agree said division shall be hereafter fixed by the commission in accordance with pertinent authority conferred upon it by said act.

rections be served upon all carriers by railroad in the United States subject to the Interstate Commerce act, and that notice of this order be given to the general public by depositing a copy of the order in the office of the Secretary of the Commission in Washington, D. C.

GEORGE B. McGintt, Secretary. Service Order No. 23.

The Priority Order.

It appearing in the opinion of the commission that an emergency which requires immediate action exists upon the lines of each and all the common carriers by railroad subject to the Interstate Commerce act east of the Miseissippi River, including the west bank crossings thereof, and because of the inability of said common carriers properly and completely to serve the public in the transportation of essential commodities, it is ordered and directed:

directed:

1. That each such common carrier by railroad to the extent that it is currently to be unable promptly to transport all freight traffic offered to it for movement, or to be moved over its line or lines or railway, shall give preference and priority to the movement of each of the following commodities: Food for human consumption, feed for live stock, live stock, perishable products, coal, coke and fuel oil.

2. That to the extent any such common carrier by railroad is unable under the existing interchange and car service rules to return cars to its connections promptly, it shall give preference and priority in the movement, exchange, interchange and return of empty cars intended to be used for the transportation of the commodities specially designated in paragraph numbered one thereof.

Cars for Mined Coal.

3. That any and all such common carriers by railroad which serve coal mines, whether located upon the line or lines of any such railroad or customarily dependent upon it for car supply herein termed coal loading carriers, be, and they are hereby, authorized and directed, whenever unable to supply all uses in full, to furnish such coal mines with open top nish such coal mines with open top cars suitable for the loading and transportation of coal in preference to any other use, supply, movement, dis-tribution, exchange, interchange or return of such cars; provided that the phrase "suitable for the loading and transportation of coal" as used in this order shall not include or embrace flat (fixed) bottom gondola cars with sides less than 36 inches in height, inside measurement, or cars equipped with racks, or cars which on July 1, 1922, had been definitely retired from service for the transportation of coal and stenciled or tagged for other service,

vice.

4. That all such common carriers by rallroad other than coal loading carriers, herein termed non coal loading carriers, he, and they are hereby, authorized and directed to deliver daily to a connecting coal loading carrier or carriers, or to an intermediate non coal loading carrier for delivery through the usual channels to a coal loading carrier or carriers, empty coal cars up to the maximum ability of each such non coal loading carrier to make such deliveries and of each such connecting coal loading carrier to receive and use the coal cars so delivered for the preferential purposes herein set forth.

5. That all such common carriers

poses herein set forth.

5. That all such common carriers by railroad be, and they are hereby, authorized and directed to discontinue the use of cars suitable for the loading and transportation of coal for the transportation of commodities other than coal so long as any coal mine remains to be served by it with such cars; and as to each non coal loading carrier, so long as deliveries of any such cars to connecting carriers may be due or remain to be performed under the terms of this order.

Full Power Provided.

6. That all such common carriers by railroad be and they are hereby authorized and directed to place an embargo against the receipt of coal or other freight transported in open top cars suitable for coal loading, by any consignee and against the placement of such open top cars for consignment to any consignee who shall fail or refuse to unload such coal or other freight so transported in coal cars and placed for unloading within twenty-four hours after such placement until all coal or other freight so transported in coal cars and so placed has been unloaded by such consignee and shall notify the commission of such action. This authorization and direction as to embargoes shall not interfere with the movement of coal to tidewater or the great lakes for transchipment to water nor shall it apply where the fallure of the consignee to unload is due directly to errors or disabilities of the railroad in delivering cars.

7. That in the supply of cars to mines upon the lines of any coal loading carrier, such carrier is hereby authorized and directed to place, furnish and assign such coal mines with cars suitable for the loading and transportation of coal in succession as may be required for the following classes of purposes and in following order of classes, name.y:

Class 1. For such special purposes as may from time to time be especially designated by the Commissioner, its agent therefor, and subject thereto.

Class 2 (a). For fuel for railroads and other common carriers and for bunkering ships and vessels; (b) for public utilities which directly serve the general public under a franchise therefor with street and interurban railways, electric power and light, gas, water and sewer works; ice plants which directly serve the public generally with ice or supply refrigeraerally with ice or supply refrigera-tion for human foods offs; hospitals; (c) for the United States schools and (c) for the United States schools and for their other public institutions—all to the end that such common carriers, public utilities, quasi public utilities and governments may be supplies with coal for current use for such purposes, but not for storage, exchange or sale.

Class 3 (as to each coal loading carrier which reaches mines in Pennsylvania, Ohlo, West Virginia, Kentucky, Tennessee, and Alabama).—For bituminous coal consigned to any Lake Erie port for transshipment by water to ports upon Lake Superior. And subject thereto: Class 4 (as to all such common carriers by railroad).—Commercial sizes of coal for domestic use. And subject thereto: Class 5.—Other purposes.

No coal embraced in classes 1, 2, 3 or 4 shall be subject to reconsignment or diversion except for some purpose in the same class or a superior class in the order of priority herein prescribed.

8.—That all rules, regulations and practices of said common carriers by railroad with respect to car service as that term is defined in said act are hereby suspended so far as they conflict with the directions hereby made.

9.—That this order shall be effective from and after July 28, 1922, Class 3 (as to each coal loading

by made,

9.—That this order shall be effective from and after July 26, 1922, and shall remain in force until the further order of the commission.

10.—That copies of this order be served upon the carriers hereinbefore described and that notice of this order be given to the seneral public by der be given to the general public by depositing a copy hereof in the office of the Secretary of the Commission at Washington, D. C. By the Commission, Division Five, George B. McGintt, Secretary.

\$2,500,000 IN CARS FOUND. 2.120 Recovered Under Dyer Anti-

Theft Law. CHICAGO, July 25 .- Motor cars numbering 2,120, valued at more than \$2,500,000, have been recovered by the bureau of investigation, United States Department of Justice, and 2,733 persons have been arrested on charges of interstate traffic in stolen motor ve hicles since the passage of the Dyer anti-theft automobile law, figures issued to-day by the American Automobile Asso-ciation show.

When You Think of Writing

Interstate Commerce Commission Issues Direct Order to Provide Transportation.

WILL EASE TRAFFIC

Arrangements to Be Made for Coal Cars to Be Placed at Mines.

NEW YORK TO BE HELPED

State Utilities Board Asks for Cooperation in Keeping Necessities Moving.

pecial Dispatch to THE NEW YORK HERALS New York Herald Bureau, Washington, D. C., July 25.

As the first direct step by the Govaction through the crippling of railoads serving producing coal mines ing all carriers to forward all freight by the most direct route or one which would avoid congestion, and a second giving priority to the movement of food, live stock, perishables and coal on all railroads east of the Mississippi

the shortage of locomotives and coal ears on the roads unable to handle them other traffic and provide for the placing of all coal cars that the producing mines can handle and for the of the coal produced.

President Harding will wait at least week to determine the practical effect upon the coal supply of the policy of affording full protection to mine operators and to miners who wish to

It was officially made known to-da hat in his effort to bring a settlement between the operators and the union miners the President proposed a fixed days a year, with a minimum wage based on this amount of employment in the mines. This proposal was de-signed to reach one of the funda-mental ecnomic troubles involved in the and too little employment in the mines. It was frankly admitted that the conestants were not enthusiastic over it. the miners declaring it to be impracti-

Seeks Supply for New York.

Chairman Prendergast of the New York State Utilities Commission cor ferred in Washington to-day with Senator Calder and Secretary of Commerce Hoover on the coal situation. He of Hoover on the coal situation. He of-fered the full cooperation and support of New York State authorities to the Fed-eral Government in the emergency. With Secretary Hoover he went over the fuel needs of New York and urged action that would assure to his community a sufficient supply to keep the utilities going and to protect the public from suffering.

suffering.

Senator Borah (Idaho) introduced in
the Senate a bill providing for the creation of a commission to investigate the
conditions, ascertain the facts and study conditions, ascertain the facts and study
the questions relating to the coal industry with a view to aiding, assisting
and advising Congress relative to legislation either in the nationalization or the
regulation and control of the coal industry by the Gvernment.

In introducing the bill Senator Borah
said: "This measure is not intended to
deal with the present immediate conditions with reference to the coal industry. I should not want that impression
to obtain. The present situation is be-

the Government. It has for its purpose, however, the preparation which may be necessary to deal with the coal industry in the future."

Hearings will be held on the bill beginning to-morrow. He will call Secretaries Hoover and Fall as witnesses. They will be the only ones heard.

Will Help the Roads.

Will Help the Roads.

The I. C. C. action to-day is designed primarily to relieve the railroads serving producing coal mines from as much other traffic as possible. Secretary Hoover pointed out to-day that the primary obstruction of the coal traffic from producing mines is due to lack of railroad operatives and inability to move coal cars, both loaded and empty. Mr. Hoover made it known that the railroads serving producing mines have 700,000 tons of coal loaded and on sidings unable to move because there are not train crews or locomotives to move it. These roads have empty coal cars in good order sufficient to load 1,000,001 tons of coal if they can be placed. There is no coal car shortage in the nonsunion fields.

President Harding is guarding closely

fields.

President Harding is guarding closely the next step to be taken in the coal crisis. He made it known to-day that he has made no move toward restoration of the wartime Fuel Administra-

It was made known that the President It was made known that the President feels the situation is sufficiently grave to warrant great prudence as to the accuracy of newspaper publications re-sarding the strike. At the White House reports that alien strikers were to be deported and other aliens imported to work the mines were characterized as "bunk."

"bunk."
Official statement was made to-day that it was hard to determine in advance exactly what the Government machinery for the allocation of cars would do. The Government will use every force it can lawfully command to prevent profiteering, to prevent a cone

which are valled at \$750,000 apiece.

When the big power house at Kent and Division avenues, Brooklyn, went out of commission, emitting a great column of smoke, visible easily from windows of high buildings in Manhattan, there were 1,500 subway and elevated trains and an equal number of surface cars distributed over the various lines of the R. R. T. Most of them were well filled with the home going multitude, although the accident occurred a little before the actual peak of the load of the rush hour period. For two hours thereafter transit was in chaos throughout Brook-

BERLIN TO A SAENGERFEST

in One Harmonious Whole.

FERRY SUICIDE HAD

Police Puzzled by Statements of Moran About Having Met

Firm With Which He Had Dealt in Small Way.

Edward J. Moran of 274 Twelfth street, Brooklyn, who drowned himhe had \$1,000 to his credit with the well known curb house of E. H. Whiting & Co. of 44 Broad street, money

he could have got any day by stepping self as "a sucker who lost all in Wall

mechanic and toolmaker and had been tion in over the a beginning of a resumption of service, when current from the small power plant at Third avenue and Third street, known as the central power house, was cut in gradually to some of the substations. By 8 o'clock service was virtually normal again on most of the least of the substations of the least of the substations. By 8 o'clock service was virtually normal again on most of the least of the substations of the firm and fellow traders. He told the American stage.

was on the best of terms with members of the firm and fellow traders. He told his acquaintances that he had made some unfortunate speculations in motor and tire stocks before placing his modest trading account with the Whiting firm. The newspapers stated this morning that in Moran's pocket was a letter from E. H. Whiting & Co. calling for more marging, a member of the Whit-

Culberson's Campaign Manager Confesses Defeat.

DALLAS, Texas, July 25.—Former Gov. James E. Ferguson will oppose Earle B. Mayfield, in the run off election August 26, for the Democratic nomination as United States Senator, unless the unexpected happens in the few remaining incomplete returns still out, the Texas election bureau announced to-night.

The bureau announced that no more reports would be issued unless later returns show a substantial gain for Senator Culberson, who sought renomination. At that time Ferguson was leading Culberson by 19,792 votes.

The figures were: Culberson 90,357. Ferguson 110,149, Robert L. Henry 37,247. Mayfield 140,259, Clarence Ousley 51,589, Cullen F. Thomas 77,049.

Barry Miller, campaign manager for Senator Culberson, telegraphed to Mr.

Up To-night.

Travelers Wait in Partial
Darkness Half Hour Until Relief Comes.

The life Comes as seried memory even in the Chicago loop district.

The Aldermen came to Berlin and Europe to study municipal ownership of traction systems. The dinner was held in Berlin's smartest restaurant at a cost of 3,500 marks a plate. The party consisted of the Aldermen, their wives. street railway lobbyists and Germat transportation men.

A hearty toast to Germany was followed by the singing of "Die Wacht am Rhine." Then rousing chaers greeted "Deutschland Uber Alderman prompted him. Then conflicted from the Brooklyn Rapid Transit Company, subway, ele-

MONEY WITH BROKER HEADS STAGE WORLD Managers Elect Him to Posi-

Differences.

playwrights, was chosen yesterday to that of Will H. Hays in the moving picture world and to Judge Landis in occupy the post of "executive chair-Forty-fifth street and have regular ng any repetition of the actors strike

out of all service until the blaze was moran had been a client in a small way. transportation, such as the reduction extinguished. The blowout occurred at having commenced only this year to labor union disputes.

Hopes of the Association. What the association hopes to achieve

me to know that a wish to do fine things in the playhouse is as strong with them as any desire to make money.

"They have many problems, as has every organization, and for the questions of their proper solution are as humanly divided as other groups. They are sane enough to think, however, that some of this division may be due to the bias of personal interests as well as to personal temperament.

The most pocked was a letter from E. H. Whiting & Co. calling the second of the Whiting and the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. call was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. calling the second was a letter from E. H. Whiting & Co. tells from the second to the s

be going multitude, although the gord of the load of the rush alpeak of the load of the rush alpeak of the load of the rush the gord of the load of the rush alpeak of the load of the rush period. For two hours thereafter sit was in chaos throughout Brook and in parts of Manhattan. Autolise, wagons and trucks were present announced that no more flow, wagons and trucks were present impromptu service to get a fraction he multitude to its homes, but tens (more announced that no more feptiles) and the substantial gain for Sna the multitude to its homes, but tens (more announced than the ferruson was lead in Culberson, who sought renomination. At that time Ferruson was lead in the fatter with which they come in the case and their necks a

has been declared at Denison and five infantry companies here are preparing to move there at once. Gov. Pat Neff announced late to-day. The action was taken due to disorders growing out of the shopmen's strike. Rangers called to Denison will be shifted to Childress and Sherman under the "open port" law, the Governor said.

Martial law becomes effective at 5
A. M. to-morrow. Detachments of the strike, the inability of the rail-road to carry on freight traffic and maintain the regular channels of contents the workmen lately employed there "intimidated, threatened inability of officers who had personally conferred with him to protect workers and preserve peace.

Frankfort, Ky., July 25.—Troops Frankfort, Ky., July 25.—Troops were ordered into Belle county to-day for operations near Fonds, a mine center, it was announced to-night by Gov. Morrow. The troops were requested by the Sheriff following alleged threats made against non-union men. Troops